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CENTRAL INTELLIGENCE GROUP

INTELLIGENCE REPORT

CONFIDENTIAL

COUNTRY China

DATE:

SUBJECT Economic Information: Highways in Kwangtung

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SUPPLEMENT

~~This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.~~

The distances are presented as translated from the Canton edition of the Transportation Weekly. It should be taken into consideration that the distances are probably approximate rather than actual speedometer measurements.)

1. Routes of Highways in Kwangtung Province, Starting from Canton

| TERMINAL | SUBSTATIONS | DISTANCE IN KM |
|-------------------------------------|---|----------------|
| Swatow | Chun Shing (Tsengcheng 113-49, 23-16) Ho Yau (Hoyu) Hing Ning (Hsingning 115-49, 24-04) Kit Yang (Chiehyang 116-20, 23-32) | 659.6 |
| Kwangchowan | Hok Shan (Hoshan) An Ping (Enping 112-19, 22-12) Yang Chun (Yangchun 111-42, 22-08) Tien Pei (Tienpai 111-21, 21-28) Shui Tung (Shuitung 111-05, 21-28) Mai Luk (Meilu 110-47, 21-23) | 623.0 |
| Tung Hing (Tunghsing) 107-58, 21-33 | Hok Shan (Hoshan) An Ping (Enping 112-19, 22-12) Yang Kong (Yangchiang 111-53, 21-52) Tien Pei (Tienpai 111-21, 21-28) Mai Luk (Meilu 110-47, 21-23) | 1240.0 |
| Shan Kau Market | (Shankouhsu 109-53, 21-37) Ho Po (Hopu 109-10, 21-38) Yam Hsien (Chinhsien 108-37, 21-68) Tung Hing (Tunghsing 107-58, 21-33) | |
| Kueilin 110-10, 25-20 | Chung Fah (Tsunghua 113-31, 23-34) Kukong (Chuchiang 113-33, 24-50) Lok Chong (Lochang 113-18, 25-08) Ping Shek (Pingshik 112-26, 24-47) Lin Hsien (Lienhsien 112-26, 24-47) Ho Hsien (Mohsien 110-28, 24-36) Ping Lok (Pinglo 110-15, 24-26) | 1015.5 |

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| DADSO | FBK | FBV | SPD | | | D |
| EXEC. | FBI | EXCISE | SPD | | | |
| CONTROL | FBM | POZ | SPD | | | |
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| Terminal | Substations | | Distances in Km |
|---|--------------------------------|----------------------------------|-----------------|
| Kung Chow (Kanhsien) 114-54, 25-52 | Chung Fah (Ts'unghua | 113-31, 23-34) | 562.0 |
| | Kukong | (Ch'üebiang 113-33, 24-50) | |
| | Nam Hong | (Nanhaiung 114-17, 25-13) | |
| | Tai Tu | (Tayu, Nanen 114-19, 25-30) | |
| Kowloon | Tungkoon | (Tungkwan 113-46, 23-02) | 158.0 |
| | Sun Chun | (Shench'u'en 114-08, 22-32) | |
| Hing Ning (Hsingning) 115-49, 24-01 | Chun Shing | (Tsengch'eng 113-49, 23-16) | 407.5 |
| | Ho Yuan | (Ho Yuen 114-48, 23-12) | |
| Wei Yang (Huiyang) 114-26, 23-05 | Chun Shing | (Tsengch'eng 113-49, 23-16) | 176.0 |
| Cheong Ho (Ch'angho) 110-40, 22-53 | Kao Kong | (Chiuchiang 113-02, 22-49) | 192.0 |
| | Hok Shan | (Ho shan 鶴山) | |
| Fu Moon (Human) 113-41, 22-49 | Tungkoon | (Tungkuon 113-46, 23-02) | 80.5 |
| | Taiping | (Taiping 太平) | |
| Shao Hing (Chaoching or Kaoyao 112-29, 23-01) | Sam Shiu | (Soushui 112-54, 23-08) | 95.0 |
| Shao Kwan (Chichiang) 113-33, 24-50 | Chung Fah | (Ts'unghua 113-31, 23-34) | 340.0 |
| | Koon To | (Kuentu approx 113-50, 24-30) | |
| | Sai Kong | (Heichiang 西江) | |
| (China Rq Note: The preceding chart is from the Canton edition of the Transportation Weekly of 1 February, numbers 9 and 10, page 28.) | | | |
| 2. Mileage of Highways Completed in Past Years. | | | |
| YEAR | MILEAGE OF MAIN ROADS IN KM | MILEAGE OF BRANCHES IN KM | TOTAL KM |
| Before 1935 | 6,563.60 | 7,955.20 | 14,518.80 |
| 1936 | 200.00 | --- | 200.00 |
| 1937 | 63.35 | --- | 63.35 |
| 1938 | --- | --- | --- |
| 1939 | 78.00 | --- | 78.00 |
| Total | 6,904.95 | 7,955.20 | 14,860.15 |

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The above information is from the Canton edition of the
Transportation Weekly of 14 July 1946, number 27, page 96.)

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3. Highways in the Huiyang (114-26, 23-05) Area ~~CONFIDENTIAL~~

| Terminal | Mileage in Km | Passenger Fares | Freight Charges |
|-------------------------------|---------------|-----------------|---------------------|
| Changmutou (114-06, 22-53) | 46 | CN \$43 per kg. | ... |
| Pingshan | 40 | CN \$25 per kg. | CN \$2000 per picul |

Remarks:

- a. The Huiyang-Changmutou Line is operated for the main purpose of joint transportation of passengers and freight from the Canton-Kowloon Railway. This line is owned by the Wing Iun Tong in the Tungchuen District.
- b. The Huiyang-Pingshan Line was repaired by the Ping Man Bus Company. Eighty-five percent of the highway is in good condition while the rest still needs repairs.
- c. The Pingshan-Lanshan Line is used for transportation of salt and sea-products from Pingshan.

4. Highways from Boyuan to Hsingning

- a. The section between Boyuan (114-48, 23-42) and Laolungssu (115-20, 24-03) is 107 kilometers long. This section was greatly used when merchants were transporting cotton yarns from Shanghai to Canton and Hongkong in April. Traffic in this section stopped after the sea route between Shanghai and Hongkong was recovered.
- b. The section between Boyuan and Fuchien (114-42, 23-34) has been completely repaired.
- c. There are more than ten public vehicles running daily between Laolungssu and Hsingning, and a few between Hengyang (112-35, 26-06), Chuchi (120-13, 29-44), and Chuchiang (113-33, 24-50). From Laolungssu to Hsingning, the fare is CN \$1200 and the freight is CN \$900 to CN \$1300 per picul for the sixty-three kilometers.

5. Highways on Hainan Island

| | | to |
|-----------------|-------------------------------------|---|
| East-bound Line | Hai Hau (Haikou) (110-20, 20-03) | King Tung (Chiungtung) (110-32, 19-17) |
| | King Tung (Chiungtung) | Lin Shui (Lingshui) (110-01, 18-31) |
| | Lin Shui (Lingshui) | Yulin (109-30, 18-31) |
| West-bound Line | Hai Hau (Haikou) | Chim Hsien (Tanksien) (109-18, 19-45) |
| | Chim Hsien (Tanksien) | Kam An (Kanan) |
| | Kam An (Kanan) | Yulin |
| Northern Branch | Hai Hau (Haikou) | King Shan (Chiungshan) (110-26, 20-00) |
| | Hai Hau (Haikou) | Chao Ying (Hsiuying) |

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| | | |
|---------------------------|---|---|
| Northern Branch (cont) | Hai nau (Haikou) | Fung Ying (Fengying) (110-49, 19-52) |
| | Hai nau (Haikou) | Man Cheng (Mencheng) (110-44, 19-38) |
| | Hai nau (Haikou) | Ching Wan (Chengwan) () |
| | Hai nau (Haikou) | Ting An (Tingan) (110-14, 19-42) |
| | Hai nau (Haikou) | Lin Kao (Linkao) (109-43, 19-56) |
| | Lin Kao (Linkao) | Kan Shiu (Koushui) () |
| | Chim Hsien (Famhsien) (105-18, 19-40) | In Tai (Nato) (108-32, 19-31) |
| | Man Cheng (Weichang) (110-44, 19-39) | Ching Lan (Chinglanfu) (110-47, 19-32) |
| | King Tung (Chiungtung) (110-33, 19-37) | Kan Liang (Wanning) (110-23, 18-48) |
| Southern Branch | Ling Shiu (Lingshui) (110-01, 18-31) | Man Liang (Wanning) |
| | Yu Lin (Yulin) (109-30, 18-31) | Sam Ah (Sanya) (108-23, 18-14) |
| | Sam Ah (Sanya) (108-28, 18-14) | I Hsien (Yainsien) (109-06, 18-13) |
| | Sam Ah (Sanya) | Mie Shan (Meoshan) () |
| | Sam Ah (Sanya) | Wong Lau (Huangliu) (108-45, 18-30) |
| | Pei Mai (Peili) (108-43, 19-08) | Wong Lau (Huangliu) (108-45, 18-30) |
| | Pei Mai (Peili) | Pai Shaw (Peso) () |

25X1A2g mileage of the highways on Hainan is 1707 kilometers.

From the Canton edition of Transportation Weekly of 15 January 1946, Numbers 7 & 8, page 22.~~CONFIDENTIAL~~

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~~CONFIDENTIAL~~6. Hsingning - Swatow Highway

a. The length of the Hsingning (115-49, 24-04) - Swatow Highway is 181 KM. As the road is only partially repaired, the only vehicles running are freight trucks. These trucks will carry passengers at the rate of CN\$10,000 per fare plus CN\$100 for each catty of baggage.

b. The best section of this highway is between Hsingning and Shuikouhsu (115-58, 23-59) /Shuikou (115-54, 23-64) %, which is twenty-nine KM long. In the section from Fengshun (116-18, 23-56), approximately forty KM of the highway is covered with cinders. Beyond Fengshun the farmers have dug ditches of several inches width for irrigation of fields. The trucks carry long wooden boards to cross these tunnels. This procedure causes much delay and in districts where these trucks are numerous, they travel only about ten KM per hour.

c. All bridges along the line are makeshift. Between Shuikou and Tangkang, a distance of 72 KM, there are more than ten bridges which are still unprepared; in dry weather the trucks crawl over the dried river beds, but on rainy days the road becomes impassable.

d. The road between Chichyang (116-20, 23-32) and Swatow (60 KM) was thoroughly destroyed by the Japanese. The road is being used but repairs are needed; it takes at least one day to make the trip.

7. Highway from Swatow to Chaoan

This highway (38 KM) is built on the former foundation of the Swatow to Chaoan (116-37, 22-42) Railway and is still owned by the S. S. Railway Company. It owns about eleven trucks operating twelve round-trips daily. The fare from Swatow to Chaoan is CN\$1250 and from Chaoan to Swatow CN\$1150.

8. Highway from Swatow to Changlin

This highway (32 KM) is still in good repair but is divided by three big bridgeless rivers. In pre-war days, the Swatow-Changling Company had more than thirty trucks in operation. Now it has only five trucks and maintains transportation of 14 KM from Swatow to Maisha Village.

9. Highway between Leikou (near Swatow), Chacyang and Hoshan

This road (76 KM) is part of the Provincial Seacoast Highway. This section has been repaired but there are only eight trucks operating along this line.

(From the Canton edition of the Transportation Weekly of 30 June 1946, Number 26, page 87)

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